

COMMUNITY SERVICE PROJECT
Topic: A Study on Socio Economic Conditions
in Sundipenta



*Submitted in partial fulfillment of the
Requirements for the award of the degree of*

BACHELOR OF COMMERCE

By

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1ST B.Com 2nd sem

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2021-2022

GOVERNMENT DEGREE COLLEGE, SRISAILAM PROJECT,
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Certificate

This is to certify that the Project entitled “**A Study On Socio Economic Conditions in Sundipenta(Community Service Project)**” . Submitted by **V.LAKSHMI KASAMMA** in partial fulfillment the requirements for the award of the degree of **BACHELOR OF COMMERCE (B.COM)** Academic year 2021-2022 in the DEPARTMENT OF COMMERCE, **GOVERNMENT DEGREE COLLEGE, SRISAILAM PROJECT, Sunnipenta** AFFILIATED To RAYALASEEMA UNIVERSITY, KURNOOL, NANDYAL Dist. -518102(A.P) INDIA

Signature of the mentor

Signature of the principal

Signature of the student

DECLARATION

I here declare that the project entitled “A Study On Socio Economic Conditions in Sundipenta(Community Service Project)” is genuine and bonafied work prepared by me .Under the guidance SK.Shahida Begum and is submitted in partial Fulfillment for the degree of BACHELOR OF COMMERCE (B.COM) of GOVERNMENT DEGREE COLLEGE, SRISAILAM PROJECT, AFFILIATED To RAYALASEEMA UNIVERSITY, KURNOOL, NANDYAL Dist. is my original work and not submitted for the award of any other degree.

Date:
Place:

(V.Lakshmi kasamma)
(Reg. No:2113266512)

ACKNOWLEDGEMENT

I wish to express my gratitude to those who extended their valuable cooperation and contribution towards the project. I would like to thank our Principal Sir Dr. **P Hussain Basha Garu** for facilitating the project and providing his guidance throughout the duration of the project. I would like to express gratitude to my project guide **SK.Shahida Begum** Lecturer in Commerce for his valuable time and continuous assistance for the successful completion of the project. I would like to thank the faculty and staff of the institute for their support.

(V.Lakshmi kasamma)
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GRADE SHEET

Sino.	Part of work	Marks awarded	
		Max marks	Marks awarded
1.	Awareness on project		
2.	Implementation		
3.	Survey		
4.	Report writing		

SURVEY LOCATION

-



Location:Sundipenta.

1. Introduction about Survey Area

I have conducted the survey covering the 35 houses in Sundipenta .I also covered parameters, such as Age, Gender, Education, Income, Profession, Social status

2. Objectives Of Community Service Project

Community service provides an individual with the opportunity to become active members of the community and has a lasting, positive impact on society at large. Community service or volunteerism enables individuals to acquire life skills and knowledge, as well as provide a service to those who need it most.

The objective of community service project is that an individual should be able to understand and describe

- To understand social conditions of the people.
- To know the economic conditions of the people.

3. Scope of Study

The study has been conducted based on the responses of the selected respondents in SUNDIPENTA. Hence, the inferences, findings of the analysis need not hold good totally for the Kurnool city as a whole if the country at large. The study was limited to the 35 responses of residents in SUNDIPENTA.

4. Methodology

Quantitative research is carried out by interviewing the people. In the first week socio economic survey was carried out and problems were identified. In the second week awareness was brought and suggestions were given regarding the problems identified among the localities. In the third week survey was conducted using questionnaires and in fourth week project report was written.

5. Project Introduction

What are the Problems faced in Road Transport in India?

1. Inadequate Roads:

Roads are bad and inadequate in India. There are 34 km long roads per 100 sq. km area in India while in Japan 270 km and in West Germany 167 km long roads per 100 sq. km area are there. Government should spend more on the development of roads.

2. Heavy Taxes:

There is heavy tax burden on motor transport in India. Tax burden per motor vehicle in India is Rs. 3500 while in America it is Rs. 860 and in Britain Rs. 470. This tax burden should be lowered.

3. No proper Maintenance :

Roads are not maintained properly in India. Less than 0.1 percent of the national income is spent on the maintenance of roads in India, while in Japan it is 3 percent of the national income .

4. Lack of Co-ordination:

There is little co-operation and co- ordination among different states with regard to motor transport. As such, motor transport faces lot of difficulties. The states should pursue a co-ordinate policy in this matter.

5. Less Roads in Rural Areas :

Sixty percent of villages are without roads in India. It adversely affects our agriculture and rural economy. Government should develop roads speedily in rural areas.

6. Lack of Guest Houses:

There is lack of guest houses and hotels along the roadside in India. More guest houses should be built along the road sides, so that people may undertake long road journeys easily.

7. Inefficient Management and Services:

According to 'Road Transport Reorganization Committee', 90 per cent of the operators are small operators owning five vehicles or less. Owing to this small number, satisfactory and efficient service is not being provided to the people.

8. Rising Prices of Petrol/Diesel:

Due to high prices of petroleum products and diesel operational costs of road transport are rising and making the mode of transport more costly.

9. Undisciplined Driving and Accidents:

Most of the drivers on the roads are unskilled and untrained. They also drink alcohol while driving. As such, road accidents are more frequent in India.

10. Bad Conditions of Road:

In India, roads are not well-maintained as there are no timely repairs. It causes discomfort and quick depreciation of vehicles.

Chapter 10. Road Safety Management

Road safety management refers to the process of identifying safety problems, devising potential strategies to combat those safety problems, and selecting and implementing the strategies.

Effective safety management is also proactive and looks for ways to prevent safety problems before they arise. High quality safety data should be used to determine the nature of the road safety problems and how best to solve them. As discussed in Unit 3, the clearest and most readily available indicators of road safety problems are crash data. These data can be used to identify safety problems on a large or a small scale. Other data, such as roadway characteristics, traffic volume, citations, and driver history, can be integrated with crash data to assist in identifying safety trends and high priority locations.

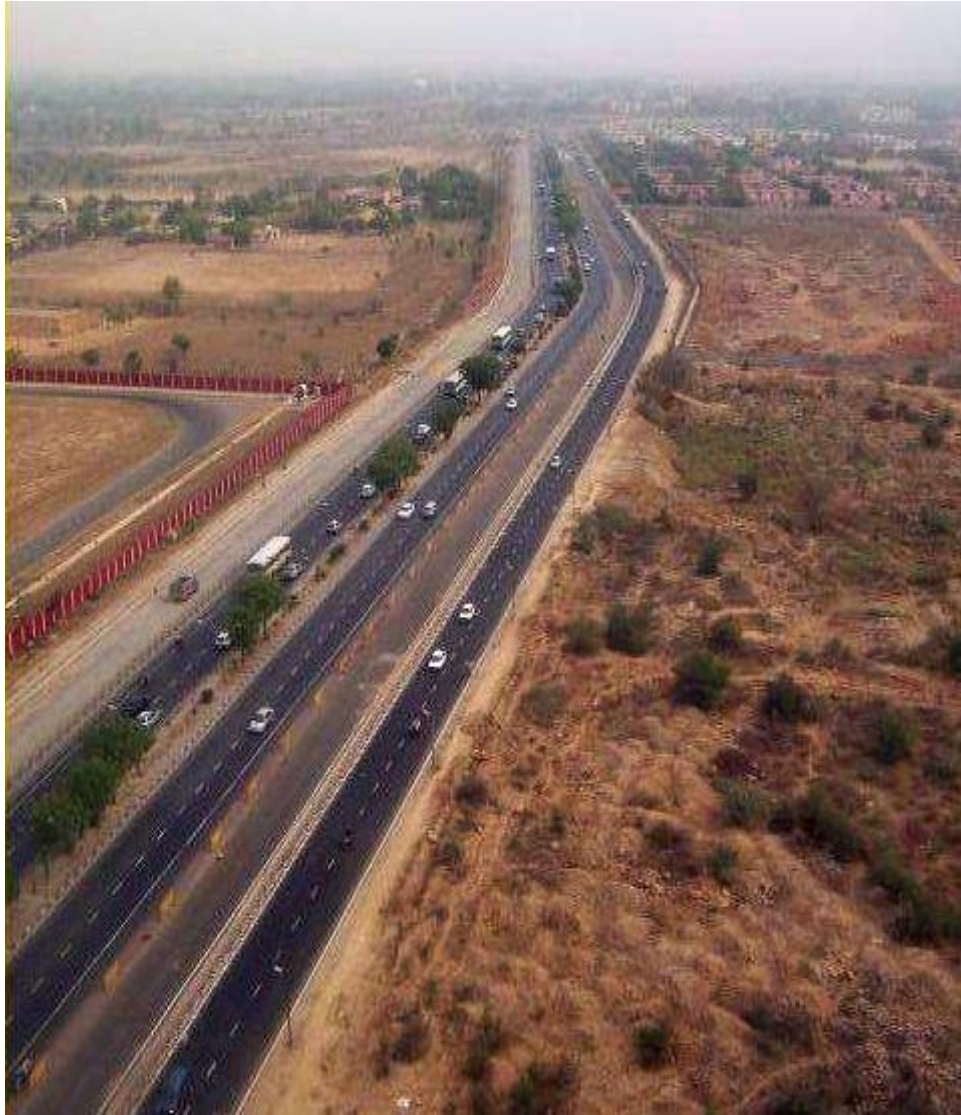
Data quality issues should not prevent a data-driven process

Every transportation agency will acknowledge that it does not have perfect data. All data have issues related to accuracy, coverage, timeliness, and other factors. One agency's crash data may have an incomplete record of low severity crashes. Another agency may have very little data on the traffic volume on low volume rural roads. However, data quality issues should not

prevent a transportation agency from using the data to drive its safety management efforts. Even while the agency strives to improve its data, the data on hand should be used in the process of identifying safety problems and devising solutions to those problems.



In between the six cars that my dad and me have owned since 1984, I have covered almost 5 lakh plus kms on Indian roads, covering large parts of Uttar Pradesh, Himachal, Punjab, Uttarakhand and Rajasthan. The trigger to this love for driving being a 1988 drive that my father did with a co-driver from Surat to Hoshiarpur in Punjab, in an Maruti 800, in two days flat , and the stories I heard from him.



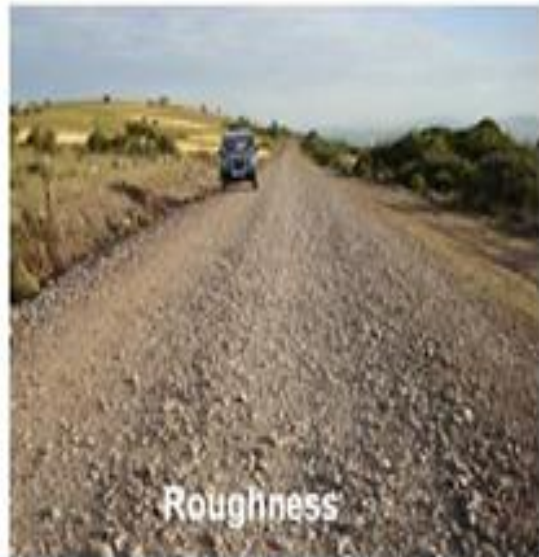
The problem with rural transport is that it is rural, the solution is in branding



A major constraint with developing and maintaining rural roads is the fact that they are, unfortunately, rural. The areas where they are needed are often difficult to access, logistics become complicated, local contracting capability is limited, engineers are few and far between, and younger engineers especially, are not keen to leave the urban environment.

It is understandable, in the absence of expertise and for ease of operations, that perhaps more complex solutions are not preferred. As a result of limited capability and the attraction of low upfront capital costs (mortgaged against the future maintenance costs), in some developing countries, over 90% of the road network remains unpaved, mostly gravelled, and our problem is not just in the logistics of building good roads but maintaining them too. Keeping these roads in a condition that provides all-weather access is becoming increasingly difficult as good gravel resources become depleted whilst traffic increases. This leads to a situation where gravels of decreasing quality are used for both road construction and maintenance with an ever-increasing frequency in the cycle of deterioration and the need for repair. Maintaining unpaved roads to a standard that ensures sustainable access is thus becoming an increasingly difficult task.

- Design simple, high error margin techniques with low maintenance regimes
- Use local materials as much as possible
- Remember the cheapest option is probably the worst option no matter what the economic analysis or traffic volume figures indicate.



Typical problems on gravel road networks

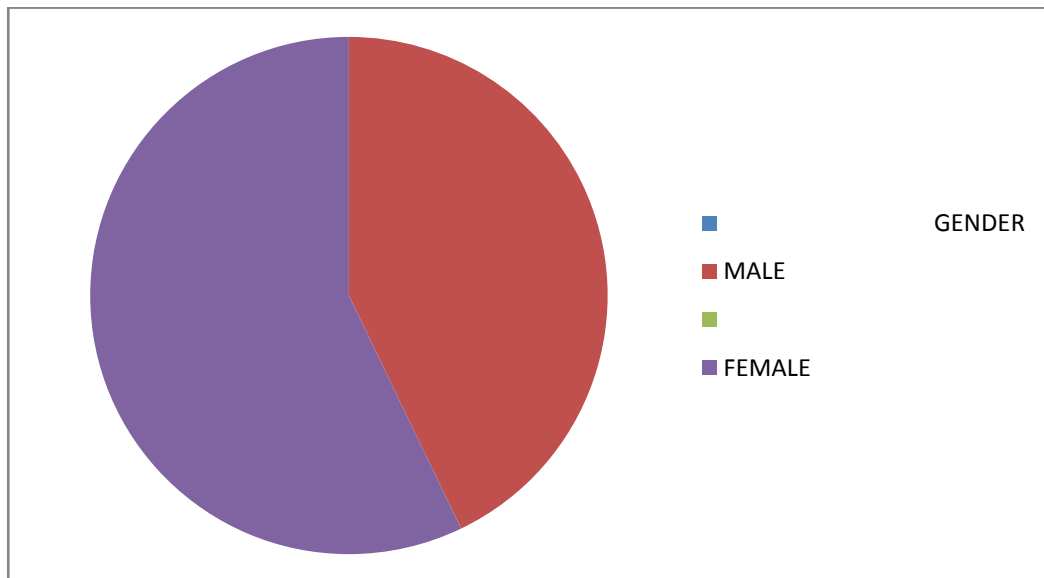
Rural road networks consist predominantly of roads of gravel or earth construction as shown in the pictures. In some countries, much of the trunk road network also remains unsealed. In Tanzania, for example, only some 7% of the entire classified road network is bituminised. Rural roads are often a lifeline for rural communities. Studies carried out in South-East Asia found a strong correlation between lack of access to basic infrastructure and poverty. Conversely, villages provided with road access produced more than they did before. The problem with gravel roads is that they often deteriorate rapidly, especially in the wet season, disrupting transport services and access to health centres and markets when it is most needed.

Data Interpretation and Results of the Survey

Classification of Respondents based on Gender

GENDER	
MALE	15
FEMALE	20

It is observed from above table that most of the respondents are female followed by male

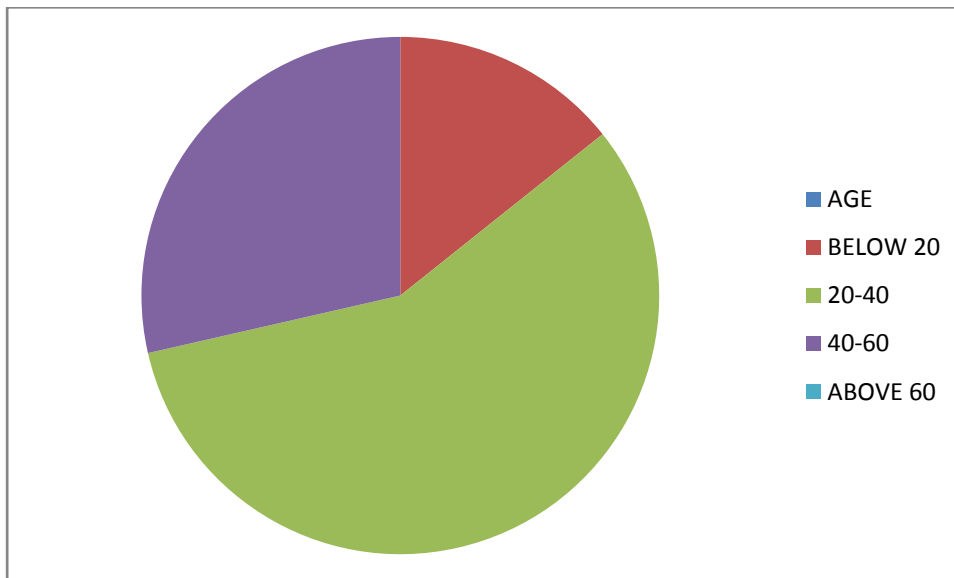


It is observed from above pie chart that most of the respondents are female followed by male

Classification of Respondents based on Age

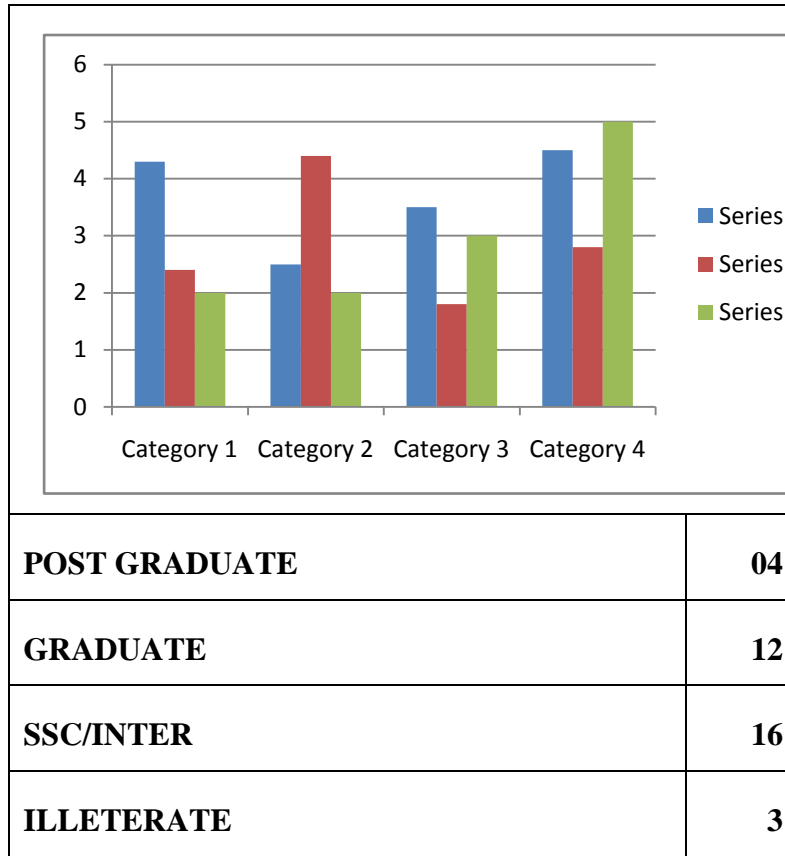
AGE	
BELOW 20	5
20-40	20
40-60	10
ABOVE 60	00

It is observed from above table that most of the respondents are in the age group of 20-40.

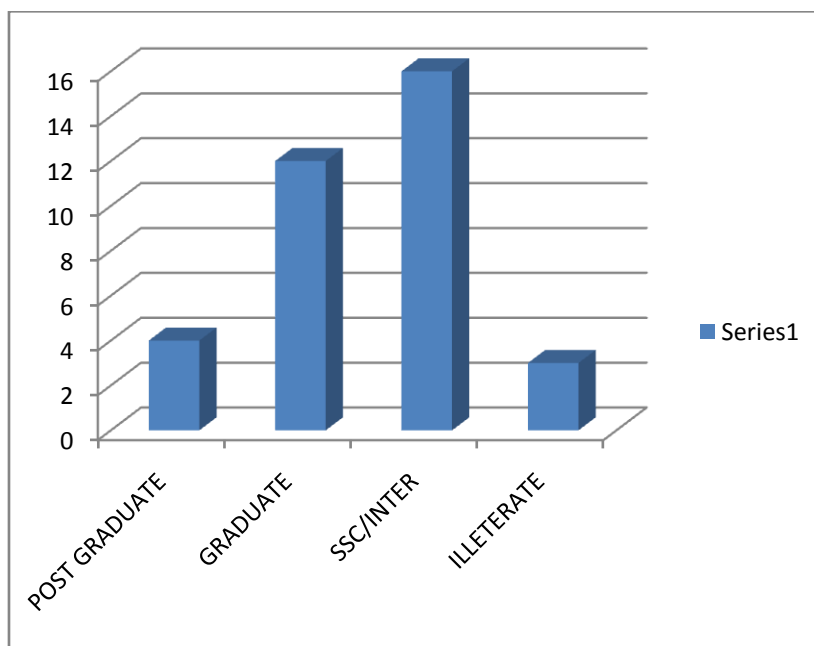


It is observed from above pie chart that most of the respondents are in the age group of 20-40.

Classification of Respondents based on Education Qualification



It is observed from the above table that most of the respondents are Graduates followed by SSC.

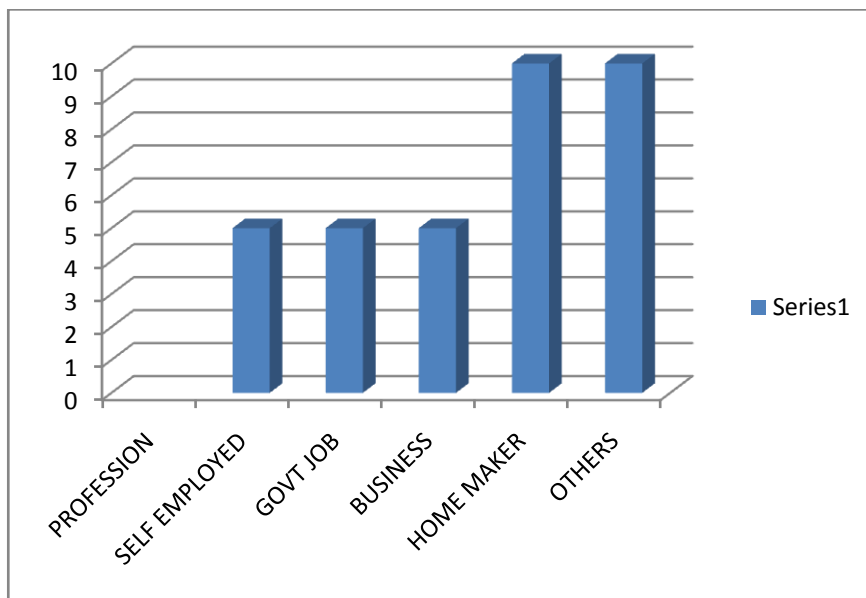


It is observed from the above Bar chart that most of the respondents are Graduates followed by SSC

Classification of Respondents based on Profession

PROFESSION	
SELF EMPLOYED	05
GOVT JOB	05
BUSINESS	05
HOME MAKER	10
OTHERS	10

It is observed that from above table that most of the respondents are Business persons followed by home makers.




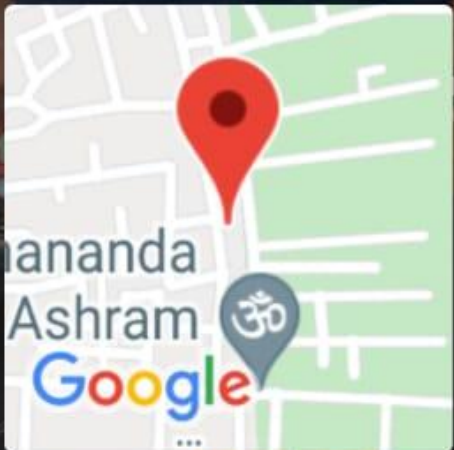
It is observed that from above bar chart that most of the respondents are Business persons followed by home makers.

SURVEY PHOTOS





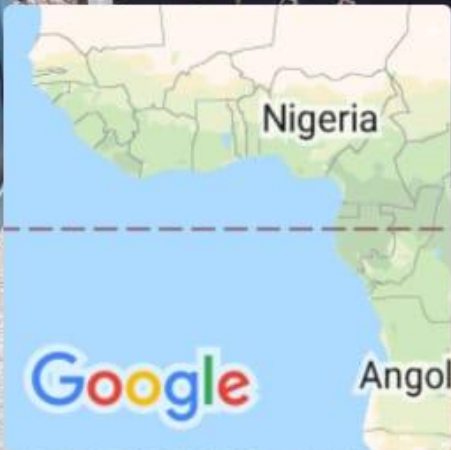
 GPS Map Camera



Sundipenta, Andhra Pradesh, India
3WF8+VGW, Sundipenta, Andhra
Pradesh 518102, India
Lat 16.075452°
Long 78.91687°
05/06/22 04:34 PM



Sundipenta, Andhra Pradesh, India
3WF8+VGW, Sundipenta, Andhra Pradesh 518102, India
Lat 16.074904°
Long 78.916528°
06/06/22 12:00 PM





Sundipenta, Andhra Pradesh, India
3WH5+4HH, Sundipenta, Andhra Pradesh 518102, India
Lat 16.077816°
Long 78.908853°
08/06/22 12:44 PM

Conclusion

It is observed from the analysis of gender wise that most of the respondents are female followed by male respondents. It is observed from the analysis of income of respondents that most of the respondents are female followed by male. It is also observed from the analysis that most of the respondents are in the age group of 20-40. It is observed from the analysis that most of the respondents are in the age group of 20-40. It is observed from the analysis that most of the respondents are Graduates followed by SSC.

It is observed from the analysis that most of the respondents are Graduates followed by SSC. It is observed that the analysis that most of the respondents are Business persons followed by home makers. It is observed that the analysis that most of the respondents are Business persons followed by home makers.

References:

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4. www.fastweb.com
5. www.voicesofyouth.org
6. UPSCBUDDY

Questionnaire:

Govt. Degree College, Srisailm Project

COMMUNITY SERVICE PROJECT

Survey on Socio economic conditions of people in Sundipenta

Name of the Student :

Group :

Registration Number :

House No.		Habitat		Panchayat	
Post office		Mandal		District	

1. Family Details:

S.no	Name of the person	Gender	Age	Education	Profession

2. Social Status details:

(i) Caste: SC/ ST/ BA-A-B-C-D/ OC (ii) Sub-Caste: (iii) Religion:

3. Economic Status details:

(i) Type of House Building: Hut/ Semi Pucca/ Pucca/ Apartment/ Bungalow

(ii) Nature of House building: Own/ Rented

(iii) Drinking Water facility: Well/ Bore-well/ Govt. Tap connection/ Commontap

(iv) Availability of Agricultural land: Yes/ No

(v) Extent of Agricultural land: _____ Acres

(vi) Names of crops: Paddy/ Sugar cane/ Ground nuts/ Vegetables/ Any other _____

(vii) Cattle: _____ Cows _____ Ox _____ Buffaloes _____ Sheep/ Goats

(viii) Do you have own toilet: Yes/ No

(ix) Type Cooking fuel used: LPG / Kerosene/ Electricity/ Wood/ others specify _____

(x) Is any family part of DWACRA group: Yes/ No

(xi) Do you have Ration Card: Yes/ No

(xii) Do you have vehicle: Two wheeler/ Auto/ Car/ Any other vehicle _____

4. Health Details:

(i) Diseases in family:

(ii) Treatment in which Hospital:

(iii) Any PH Persons in family: Yes/ No

S.no.	Name of the person	Gender	Age	Nature of Disability

(iv) Do you have Govt. Arogyasri Card: Yes/ No

5. Other Details:

(i) Do You have TV: Yes/ No

(ii) Do You have Dish Connection: Yes/ No

(iii) Channels Watched regularly: 1. _____ 2. _____ 3. _____

(iv) Do you have Mobile: Yes/ No

Mobile Number: _____

(v) Do you have Laptop: Yes/ No

(vi) Is internet available at home: Yes/ No

6. Name of the Govt. Schemes received:

Jagananna Vidhya Deevana Yes/ No

Jagananna Vasathi Deevana Yes/ No

Raithu Bharosa Yes/ No

Any other scheme: _____

Any other scheme: _____

7. Any three problems faced in the village:

(i)

(ii)

(iii)

Place:

Date:

Signature of the Mentor

Signature of the Student